PATENT

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Thomas J. Burger Reg. No, 32,662 — February 2, 2009 Date

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Serial No.:	10/581,001
Filed:	May 26,2006
Confirmation No.:	7248
Applicant:	Jens Elmers, et al.
Title:	Method And Device For The Air-Conditioning Of A Freight Compartment Of A Cabin Of An Aircraft
Atty. Doc.:	WUE-48-116

Cincinnati, Ohio 45202 February 2, 2009

Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

ADDENDUM TO PRIOR SUPPLEMENTAL INFORMATION DISCLOSURE STATEMENT

Applicant previously submitted a Supplemental Information Disclosure Statement ("Supplemental IDS"), to disclose to the United States Patent and Trademark Office ("the USPTO") German Patent No. DE1292502. A copy of this prior Supplemental IDS is attached to this paper.

At the time of filing the Supplemental IDS, applicant did not have available an English language translation of the German '502 patent. Nonetheless, applicant submitted the German '502 patent to the USPTO so that it would be before the USPTO examiner as soon as possible. It was applicant's intention to supply to the USPTO, at the earliest possible date, a concise explanation of the relevance of the German '502 patent. This paper serves as an Addendum to the prior Supplemental IDS, in that it provides the concise statement required under the rules.

More particularly, the following paragraph supplies a concise explanation of the German '502 patent, as it is presently understood by applicant.

Particularly DE '502 A discloses a hot air heating system for an aircraft cabin, in which hot air is provided for heating the cabin floor, before such air enters the cabin. At the same time air is fed into a cabin by an upper air conduit (see column 4, lines 38 to 44 of DE '502 A). A first thermostat 30 arranged in the floor region controls the opening and closing of the valve 9. If the thermostat 30 requests a higher temperature, indicating that more hot bleed air is to flow through a conduit into the floor region, the valve 9 is moved into a closed position, whilst, when the thermostat 30 calls for hot air having a lower temperature for the floor region, the valve 9 is opened. Therefore, the valve 9 has to close upon requesting more heat for the floor region in order to reduce the amount of bleed air for the upper air conduit, whereby more air is available for the floor region (see column 3, lines 42 to 62 of DE '502). Jet pumps 12 are arranged in the floor portion in order to mix hot air from the conduit 6 as a primary fluid with air withdrawn from the chamber 13 of the floor region as a secondary fluid. The mixed airflows from the jet pumps 12 are supplied to air distribution means, which are located in an intermediate portion formed between the cabin floor and a baffle member 17. A portion of the airflow in the intermediate portion 16 returns to the chamber in the floor region and the rest of the airflow enters the aircraft cabin (see column 2, line 52 to column 3, line 6 of DE '502 A).

In view of the submittal of this Addendum to the prior Supplemental IDS, and applicant's prior submittal of the German '502 patent with the Supplemental IDS, applicant respectfully requests that the German '502 patent be fully considered with respect to the examination of the present application. Applicant respectfully submits that no fee is due with this paper. However, if any additional fees are necessary to complete this communication, the Commissioner may consider this to be a request for such and charge any necessary fees to Deposit Account No. 23-3000.

Respectfully submitted,
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By: _____

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